

## **EXHIBIT S**

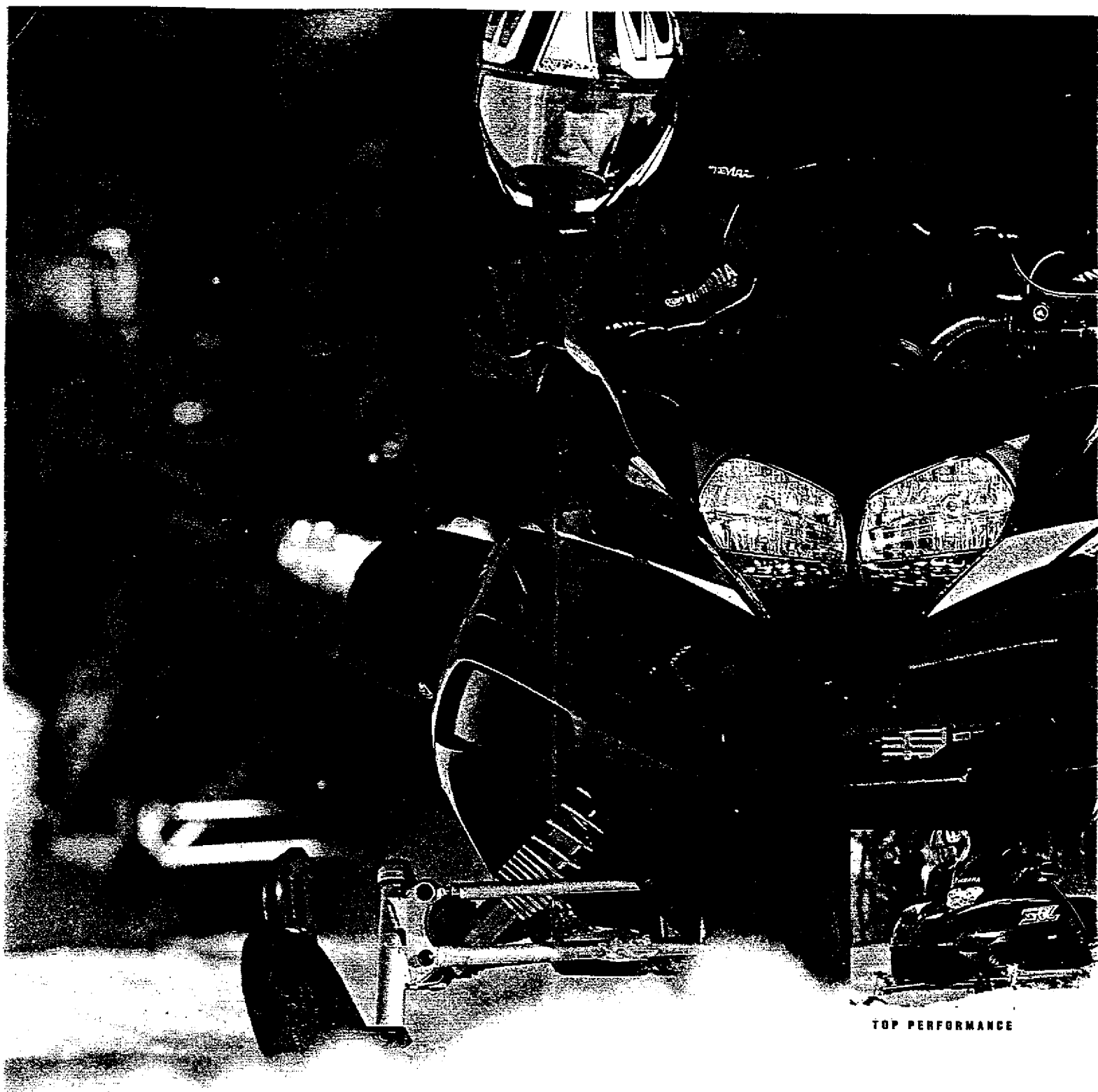
21

# SNOWMOBILES



YAMAHA

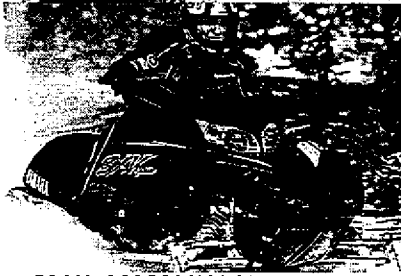






# THE BEST JUST GETS BETTER. **WONDERLAND.** **THE MOST** **YAMAHA**

Passion. The one word that describes anybody who's ever thumbed the throttle of a Yamaha snowmobile. You're passionate, emotional, driven to getting the most out of every ounce of winter and its never-ending playground. And that means you want the best-performing, highest-quality snowmobiles on the snow — whether you're accelerating hard across a frozen lake, powering through wind-drifted bumps or high-marking your favorite back-country bowl. At Yamaha, we know exactly how you feel. And that's why, for nearly 35 years, we've been building the industry's finest machines, equipped with revolutionary features like our patented, super-rigid ProAction System<sup>™</sup> chassis. Self-cleaning, electronic power exhaust valves. 300-watt 360-degree digital ignition with TPS. Liquid-heated, flat-slide Mikuni carbs. And the exclusive ProAction Plus<sup>™</sup> rear suspension system, just to name a few. Because as passionate snowmobilers ourselves, we want nothing but the highest level of both performance and reliability in our sleds. Just like you. Yamaha snowmobiles for 2002. The best just keeps getting better.



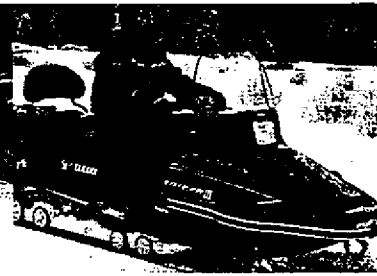
**TRAIL PERFORMANCE**



**MOUNTAIN**



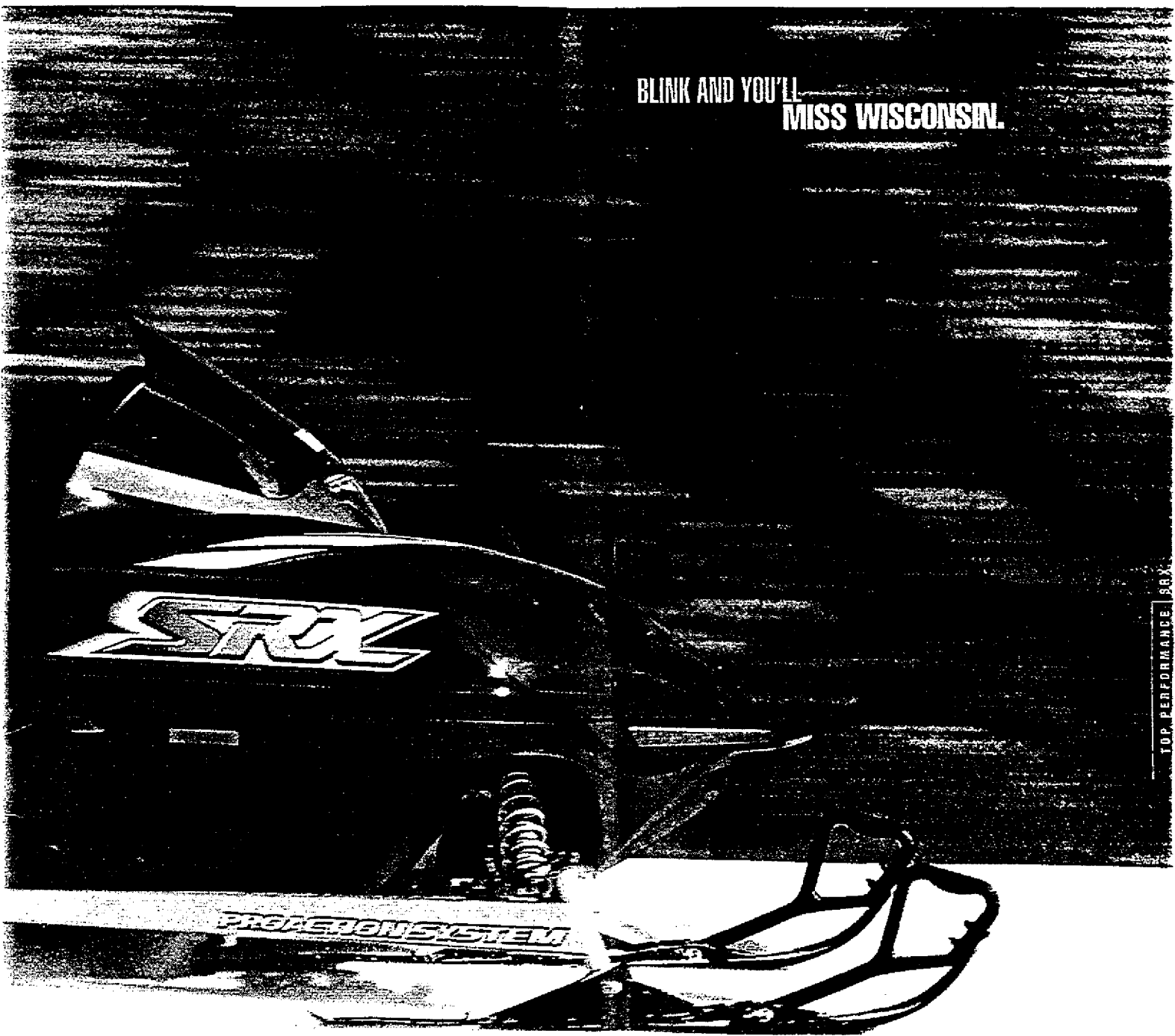
**TOURING**



**WORK**

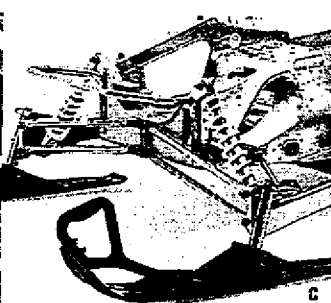


BLINK AND YOU'LL  
MISS WISCONSIN.



TOP PERFORMANCE 80X

## LOVE



Let's face it: When it comes to top performance snowmobiles, the SRX<sup>®</sup> simply has no equals. Just ask any other machine unlucky enough to have gone up against it at the recent 2001 American Snowmobiler Shoot-Out, where in the 10 years since this competition's debut, **the SRX ran the**

**A** The beauty in this beast: 700cc of case-cooled, electronic power valve-assisted, triple-pipe muscle that recently set the all-time quickest Box Truck quarter-mile time, beating the 600cc single-pipe twin and 800cc triple-triple competition at the 2001 American Snowmobiler Shoot-Out.

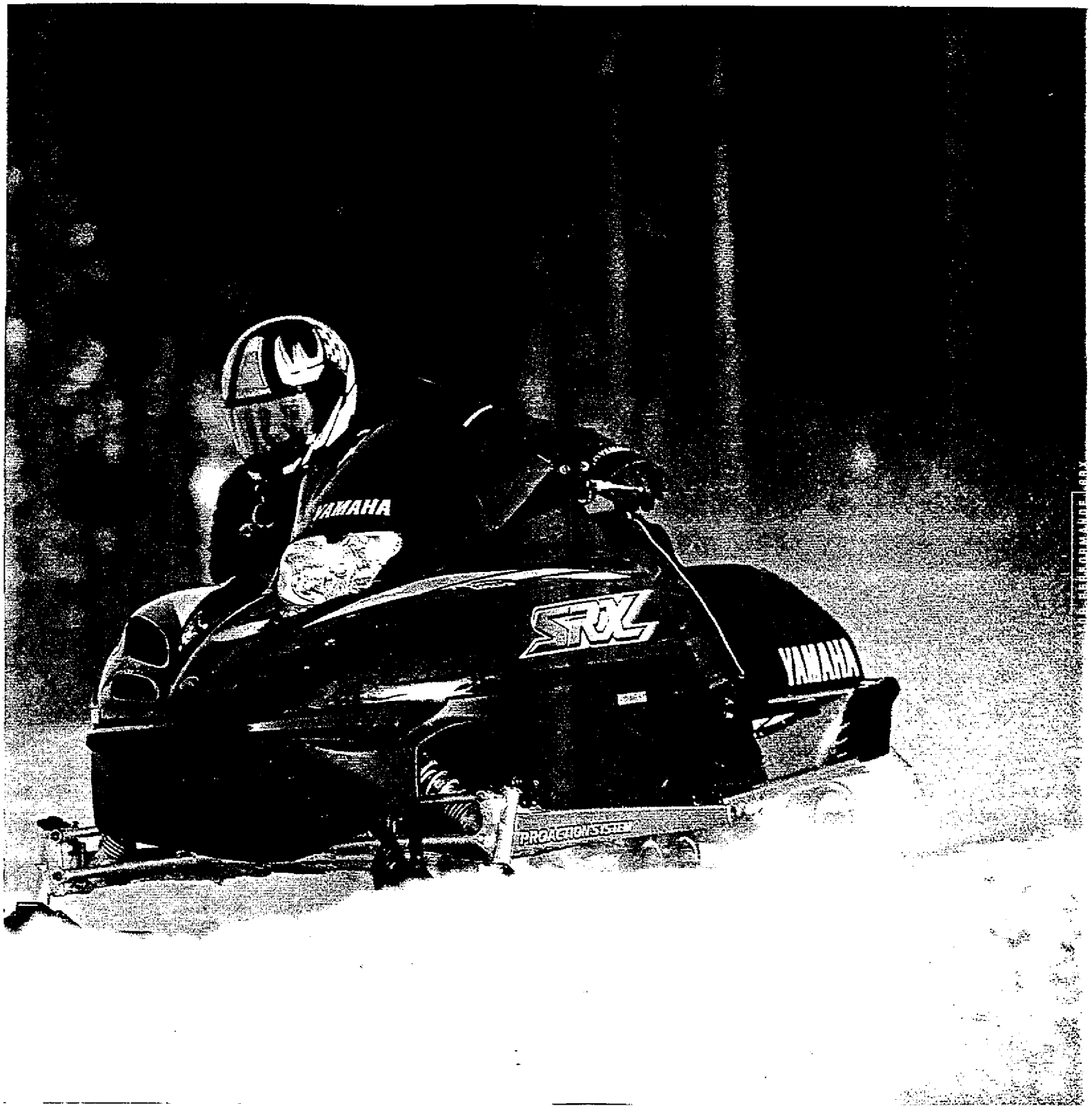
**B** And if the SRX's powerplant weren't already staggering enough, this season the triple-triple screamer gets an all-new Detonation Control System (D.C.S.) that self-adjusts ignition timing for optimal firing in varying performance conditions. Translation: greater power and reliability than ever before.

**C** While the SRX's high-speed prowess is unchallenged, so too is its class-leading handling and cornering ability, thanks to its strong, lightweight chassis, aggressive suspension calibration and low-to-the-ground engine placement.

**D** Go fast, look sharp: The Team Yamaha blue leather jacket (left) and Apex leather/ballistic nylon combo are the perfect race duo.

**quickest quarter-mile time ever.** Yep, ever. Call it the speed demon extraordinaire, with one significant exception amongst the muscle sled set: The SRX also boasts the sort of superlative handling that gives most top-end trail machines a run for their money. First, though, let's cover the SRX engine. With even more muscle in 2002, this powerplant continues to lead the industry in state-of-the-art engine technology. Want proof? Check out our industry-first features such as triple high-flow, liquid-heated 33mm flat-slide Mikuni carbs, ultra-precise 300-watt digital CDI ignition, throttle position sensor (TPS), self-cleaning electronic power exhaust valves, and an all-new-for-2002 detonation sensor that utilizes Indy car technology to increase horsepower and improve upon our already legendary durability. Simply put, you won't find more ballistic acceleration anywhere. Add a featherweight ProAction System<sup>™</sup> chassis, wide ski stance and state-of-the-art ProAction suspension with aluminum-bodied KYB gas shocks, and that makes the SRX, according to Snowmobile magazine, **"THE BEST-HANDLING MULTI-PIPED SLED ON SNOW."** No wonder they crowned this bad boy their **"2001 BEST OF CLASS."** Might also explain why the competition has yet to figure out how to beat it.

\*January '01 "Best of Class: High-traitor Triples"



YAMAHA PERFORMANCE



## MOGULS ... NO MERCY?

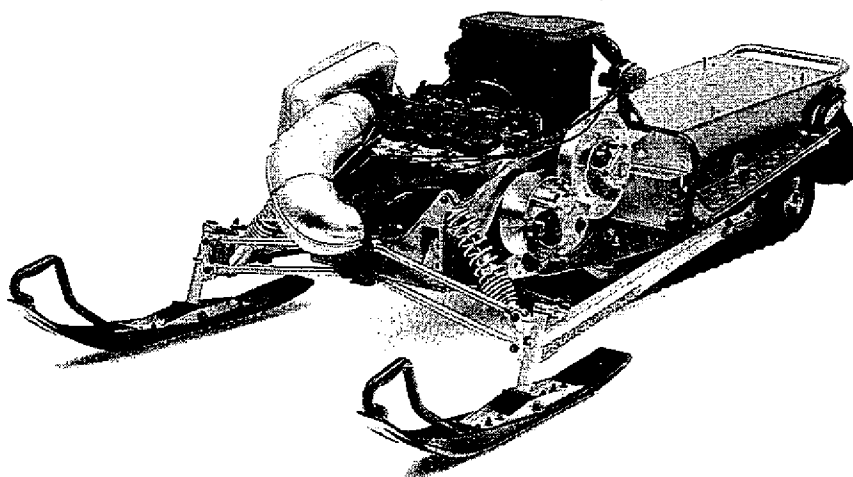
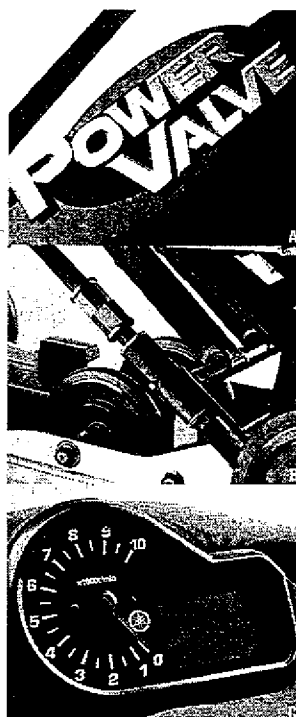
Looks pretty wicked just pictured here, doesn't it? Imagine then how utterly ferocious it must be once you climb aboard and point it toward your nearest — and preferably largest — collection of moguls. First, though, allow us to introduce the all-new SXViper, positively the nastiest big-bump sled ever created. Under a sleek, sculpted hood modeled after our mind-bending open-class R1 sport bike lurks arguably the strongest 700cc single-pipe engine the industry has ever produced, armed with race-proven Yamaha technology like self-cleaning, electronic power exhaust valves, 300-watt digital CDI ignition with throttle position sensor, and forced air induction. Now picture this beast spooned into the lightest, most rigid chassis on snow. Add specially designed, long-travel suspension — featuring high-pressure gas shocks, multi-rate springs and an adjustable control rod — front and back. Wrap it in an aggressive, lightweight track. And prepare to absolutely shred — faster and smoother than ever — the rough, the bumpy, the mogully to your heart's content. The all-new SXViper. Pound for pound, the most wicked big-bump sled in the industry. The moguls will never know what hit 'em.

**A** Like its speedy trike-trike SRX stablemate, the SXViper's potent single-pipe triple will come equipped with Yamaha's exclusive, self-cleaning electronic power valve system that delivers hard-hitting power and right-now throttle response at all RPMs.

**B** One of the trickiest new components found on the SXViper's new design ProAction SXV rear suspension is its adjustable control rod. Want increased weight transfer, or maybe even finer, pitch-free handling in the bumps? No problem. With a simple turn of the adjuster, rear suspension can be fine-tuned in minutes.

**C** The SXViper also gets a featherweight, R1-spec digital speedometer/odometer, complete with a wick, super-accurate stepping motor for the tach and multi-functional LED-illuminated read-outs for speed, dual tripmeters, fuel gauge, oil level warning and water temperature.

**D** Revolutionary base structure: The SXViper features an all-new 700cc single-pipe triple powerplant sited nestled inside the most cutting-edge big-bump chassis in the business, boasting features like a lightweight, super-rigid, aluminum ProAction System™ frame, specially designed, ProAction rear suspension with an adjustable control rod, and an aggressive, lightweight track. All of which means that this mogul-pounding hot rod screeches the trail with flat, razor-sharp carving and wins picking or bump start.



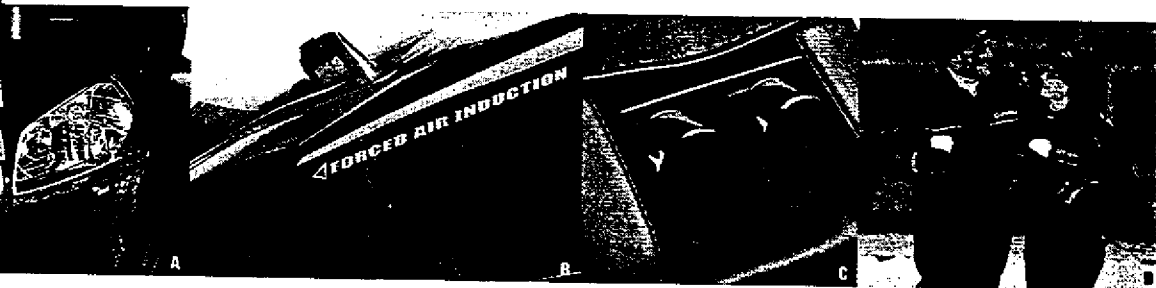


TRAIL PERFORMANCE | SVTIPER

TRAIL PERFORMANCE SKIPIPER EN



## PERFORMANCE ART.



Oh, don't let that sizzling red finish fool you. This machine is every bit as fierce as its Team Yamaha blue-coated sibling. In fact, the only difference between the two happens to be simply a matter of convenience. Whereas both

**A** There's no mistaking the 811 horsepower running through the SXViper's sleek, sexy bodywork, from its menacing, cat-eye headlights to a sculpted nose that sets a new standard in snowmobile aerodynamics.

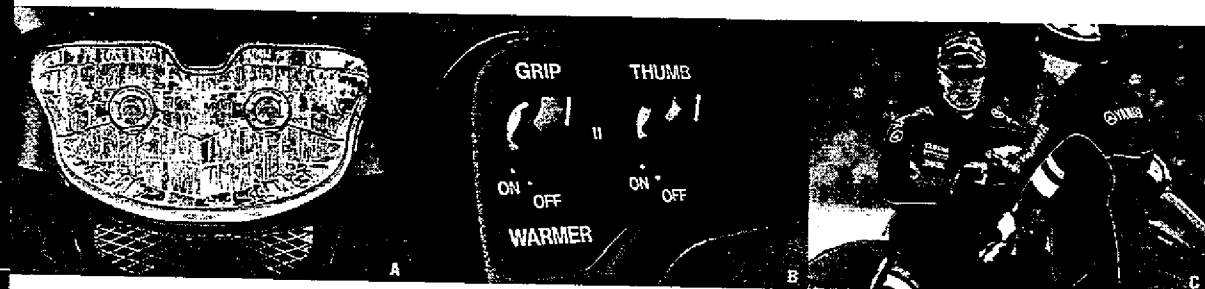
**B** Fast, faster, fastest: Forced-air induction is just another nod to the SXViper's high-performance pedigree. Basically, as speeds increase, the combustion process is forced to cool air, boosting both engine output and top-end horsepower.

**C** Good thing the SXViper's easy new taillight set-up is so easy on the eyes, because this is the sight your buddies are going to be seeing a lot of this winter as they unsuccessfully attempt to keep pace.

**D** Keep the wind and weather at bay with the all-new Gore-Tex™ jacket, available with a special-edition SXViper logo on the back.

SXViper models feature a new-design low-friction recoil starting system, the beauty you see here — the all-new SXViper ER — also comes equipped with electric start and reverse to add a dash more versatility to your mogul-pounding fun. Otherwise, all the same state-of-the-art goodies abound, starting right under that ever-so-sexy bodywork. Like arguably the industry's mightiest-ever 700cc single-pipe engine, with industry-leading self-cleaning, electronic power exhaust valves, industry-exclusive forced air induction, 300-watt digital CDI ignition and an all-new, aggressive clutch weight design that boosts already lightning-quick acceleration. And then, of course, there's the revolutionary, ultra-lightweight ProAction System chassis. Specially designed, long-travel suspension with an aggressive, lightweight track. An all-new forged aluminum steering arm. Lightweight plastic skis. And the sleekest, sexiest bodywork ever to grace a snowmobile. The all-new SXViper ER with electric start and reverse. Proof that this beast's beauty is far more than skin deep.

REPEAT AFTER ME:  
I WILL LEAVE NO TRAIL UNCARVED.

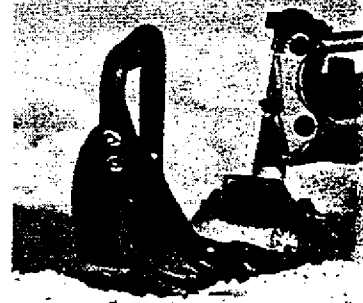


**A** Star bright: This year the SX 600<sup>R</sup> gets fired up with one of the industry's brightest and wildest beams, courtesy of an all-new SX-spec dual halogen-bulb headlight and new 300-watt, 12-pole magnets.

**B** Class-leading comfort and now versatility: Snowmobile's best hand-warming system just got better with the addition of new-for-2002 independent rheostat thumb and grip temperature controls.

**C** Dress for serious big-bump action in "his and her" Factory Racing Crew jackets, in blue or black, with special Yamaha graphics and zip-out liners. Matching bibs also available.

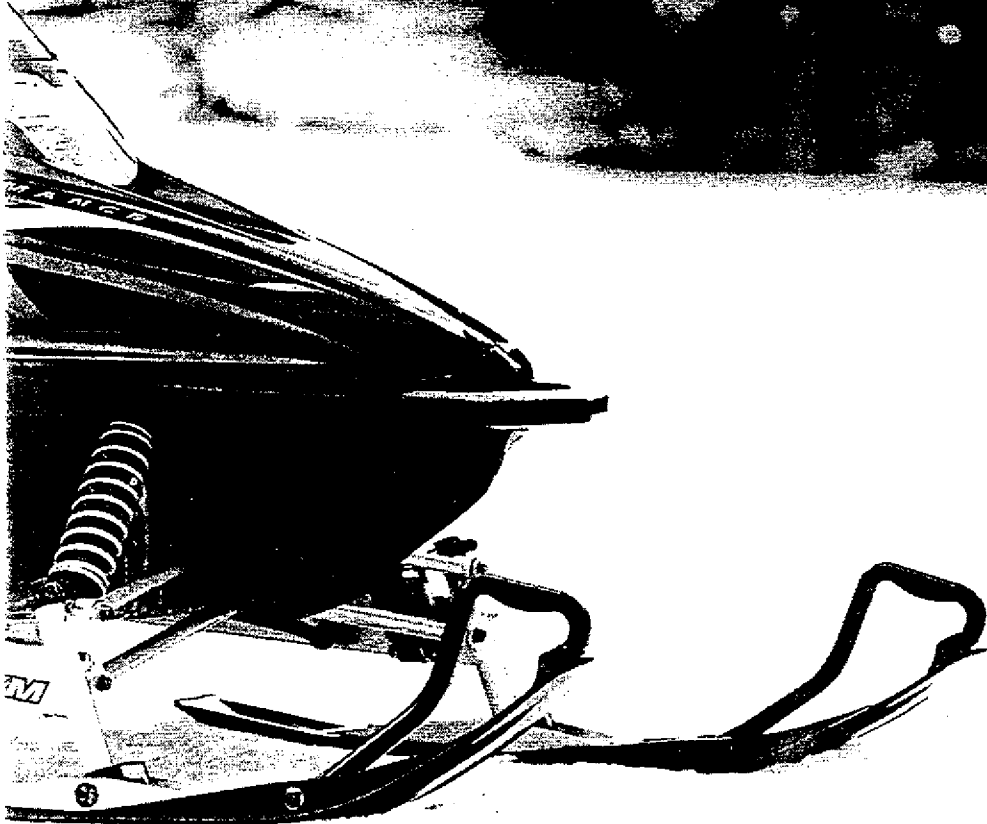
In the middleweight mogul-munching ranks, we'd like to present the SX 600<sup>R</sup>, returning for another season of riding roughshod over the big, the bad and the ugly. With its potent, 600cc single-pipe triple-cylinder powerplant putting out a smoother, broader powerband than competitive single-pipe twins, the SX 600<sup>R</sup> comes to the party poised to join its SXViper stablemates at the All-You-Can-Eat Big Bump Buffet. Now house all that mogul-pounding power inside the peerless ProAction System<sup>®</sup> chassis, featuring over twice the torsional rigidity of competitive designs, which minimizes flexing to deliver pitch-free handling all day long. Meantime, specially designed long-travel suspension takes care of the rest, smoothing out the big hits while serving up super-light, responsive steering. And better still, for 2002 the SX600<sup>R</sup> gets an SRX-style dual headlight fired by an all-new, high-output magneto system, as well as separate temperature controls for its industry-leading thumb and grip warmers.





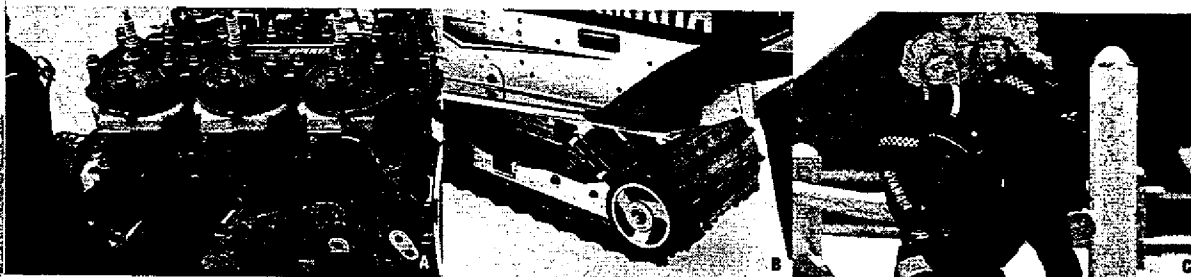


THEY SAY IT SNOWED **10 INCHES**  
LAST NIGHT. IS THAT ALL?





YOU'LL CALL IT SNOW.  
FOR THE REST OF WINTER.



**A** Single-pipe triple track. Liquid-cooled, flat-slide carbs. 300-watt digital ignition. Lighter weight than most competitive triples. And smooth, broadband power with class-leading fuel economy that leaves other trail performance sleds in the dust. Snow dust, that is.

**B** It is the snow. The Vmax ERs get so all-new Predator track this season, delivering even greater traction to hold this trail carver's edge to scapel-like point.

**C** Carry the trails all day long in our tough Glacier jacket, complete with removable padding, reflective piping and fuzzy pockets.

There's a reason this category's called Trail Performance. It's for snowmobilers who like to ride fast and hard for hundreds of miles a day — and love every minute of it. And while your need for a hard-core performer is a given, there are those among you who've also come to appreciate the convenience of such niceties as electric start and reverse. The very features, in fact, installed as standard equipment on the award-winning Vmax<sup>®</sup> ER. Power comes from your choice of liquid-cooled, 700cc or 600cc single-pipe triples delivering superb fuel economy and broader, smoother powerbands than the competition. And the lightweight ProAction System-chassis platform — featuring an industry-leading, long-travel ProAction Plus-rear suspension, lightweight plastic skis, exclusive Easy-Adjust suspension settings and an all-new track — does the rest, serving up a ride as renowned for its razor-sharp and predictable handling as it is for ultra-plush comfort. Finally, top off this incomparable package with a wind-cheating windshield, excellent rearview mirrors and the best hand-warming system in the business, and you'll quickly see why the Vmax ER is more affectionately known as the fully loaded, first-class ticket of the Trail Performance class.

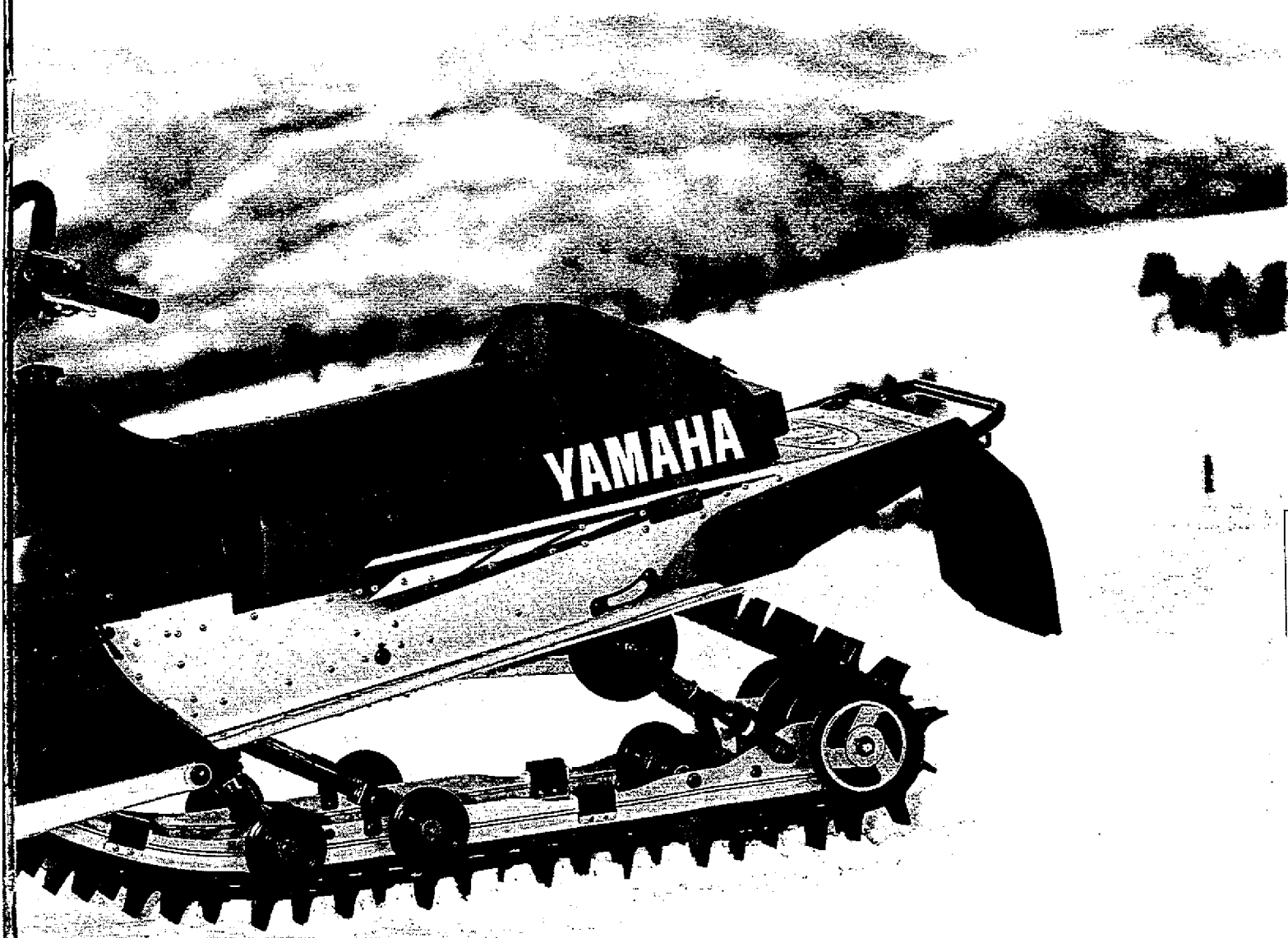




TRAIL PERFORMANCE V-MIX 600

**AHHH . . . YOU CAN ALMOST FEEL  
THE ICE GETTING THINNER.**





You're a mountain rider. Period. You live for high marks, side-hilling, boondocking, you name it. And what you look for in a mountain sled is the perfect combination of solid

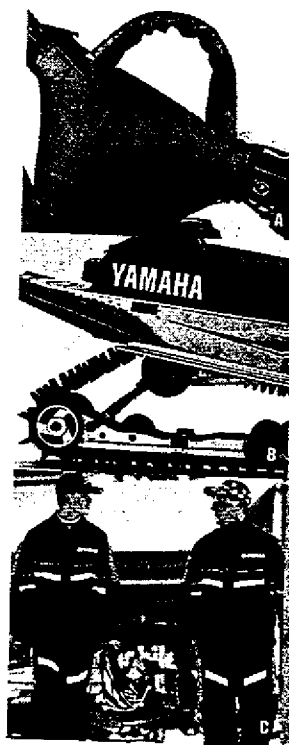
**A** Maximum rider movement and leverage is what superior side-hilling and hill-climbing performance is all about. Which is why the Mountain Max comes equipped with high, wide handlebars and a mountain strap positioned right where you need it most.

**B** Suspension performance in the starter bumps that often packwork the base of a hill often decides who goes home with the high mark, which is why we build our Mountain Max sleds with the industry's best mountain and deep-powder set up.

**C** Set the high fashion mark in the cool Core jacket, featuring a flexible "active back," zip-out liner and rubber Yamaha logo.

power, light weight and supple suspension action that will take you anywhere there's fresh powder or a steep slope to conquer. **What you look for is the award-winning\* Mountain Max® 700 or 600.** Powered by Yamaha's renowned, liquid-cooled, single-pipe triples boasting broader, more usable powerbands and crisper throttle response than any competitive twin on the market. And outfitted with features like our ProAction Mountain rear suspension, 141" x 2" Deep Snow Special track (improved for even greater durability in 2002), lightweight plastic skis, mountain handlebar strap, anti-slip siderails and tapered tunnel. All of which add up to a class-leading package delivering incredible deep-snow flotation, weight transfer and rider control that separates the Kings of the Hill from the also-rans. The Mountain Max 700 and 600. Because a mountain sled needs to be as good getting you to the slope as it is up it.

\*Best of Class\* Snowmobile 1/01





TOURING VENTURE 700/600





Whether it's snowmobiles, ATVs, motorcycles, outboard motors, watercraft or generators, one fact remains the same: Yamaha continues to be the leader in offering the world's most advanced technology. At Yamaha, we've been building the industry's finest-engineered snowmobiles for nearly 35 years. And now, over a million sleds later, we're still striving to bring you the most innovative and best-performing machines in the world. Because we know there's only one place Yamaha owners want to be. Out front, leading the pack. Which is why we design our sleds with revolutionary and industry-leading features like electronically controlled, self-cleaning exhaust power valves, Standard-setting ProAction System™ chassis technology that rewrote the book on torsional rigidity. And a host of premium components that include the best hydraulic brake system, headlights and handwarmers in the business. The list goes on. And so will Yamaha's quest to continue refining and perfecting our entire line-up of motorsports machinery. History has a way of repeating itself. Especially when we're the ones making it. Want more information on our award-winning family of snowmobiles, ATVs, motorcycles, outboard motors, watercraft and generators? Then visit our website today at [www.yamaha-motor.com](http://www.yamaha-motor.com).

ATVs with engine sizes of 300cc or greater are recommended for use only by those age 16 and older.



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6040 KATELLA AVENUE, CYPRESS, CA 94028



YAMAHA MOTOR



## FIRST-CLASS

What's the only thing better than grabbing your special friend and riding off into the freshly groomed sunrise? **Doing it aboard the award-winning\* Venture<sup>®</sup>; that's what.** Long recognized as the

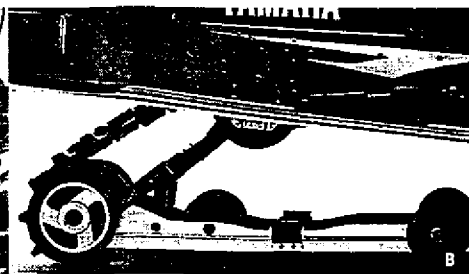
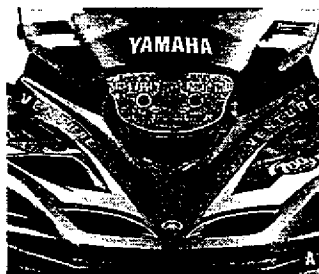
**A** Light up the trail: With its 85X-special headlight, fired by a 300-watt, 16-pole magnet, the Venture 700 throws one of snowmobiling's brightest and widest beams for visibility. Better news still, its 600 riding gets the same lighting upgrade for 2002.

**B** Go ahead, pamper yourself. With its long, 139" track, Quick-Adjust dumping settings and 11.5" of travel, complemented by a plush dual seat and Easy-Adjust backrest, is it any surprise the Venture delivers perhaps the most luxurious ride in two-up snowmobiling?

**C** Buck up some serious style points for the entire family in our big and bold Tracker jackets and Basic Elements two-piece suits for kids.

Industry standard for luxury two-up touring, the liquid-cooled Venture 700 and 600 triples power you along with smooth, broadband punch and class-leading fuel economy to boot. Down below, an all-new 136" track wraps around the Easy-Adjust-equipped, long-travel ProAction Plus<sup>®</sup> rear suspension, delivering superb traction and incomparably plush ride quality. And, of course, when you fly first-class, you need all the top-shelf amenities that come with a ticket this exclusive. Like electric start, reverse, dual mirrors, tall, weather-cheating windshields, heated grips for you and your co-pilot, and our specially designed Easy-Adjust backrest. Feel like being pampered this winter? Then book your passage on a Venture, and see how truly luxurious two-up touring can be.

\*"Best of Class" Snowmobile 1/01

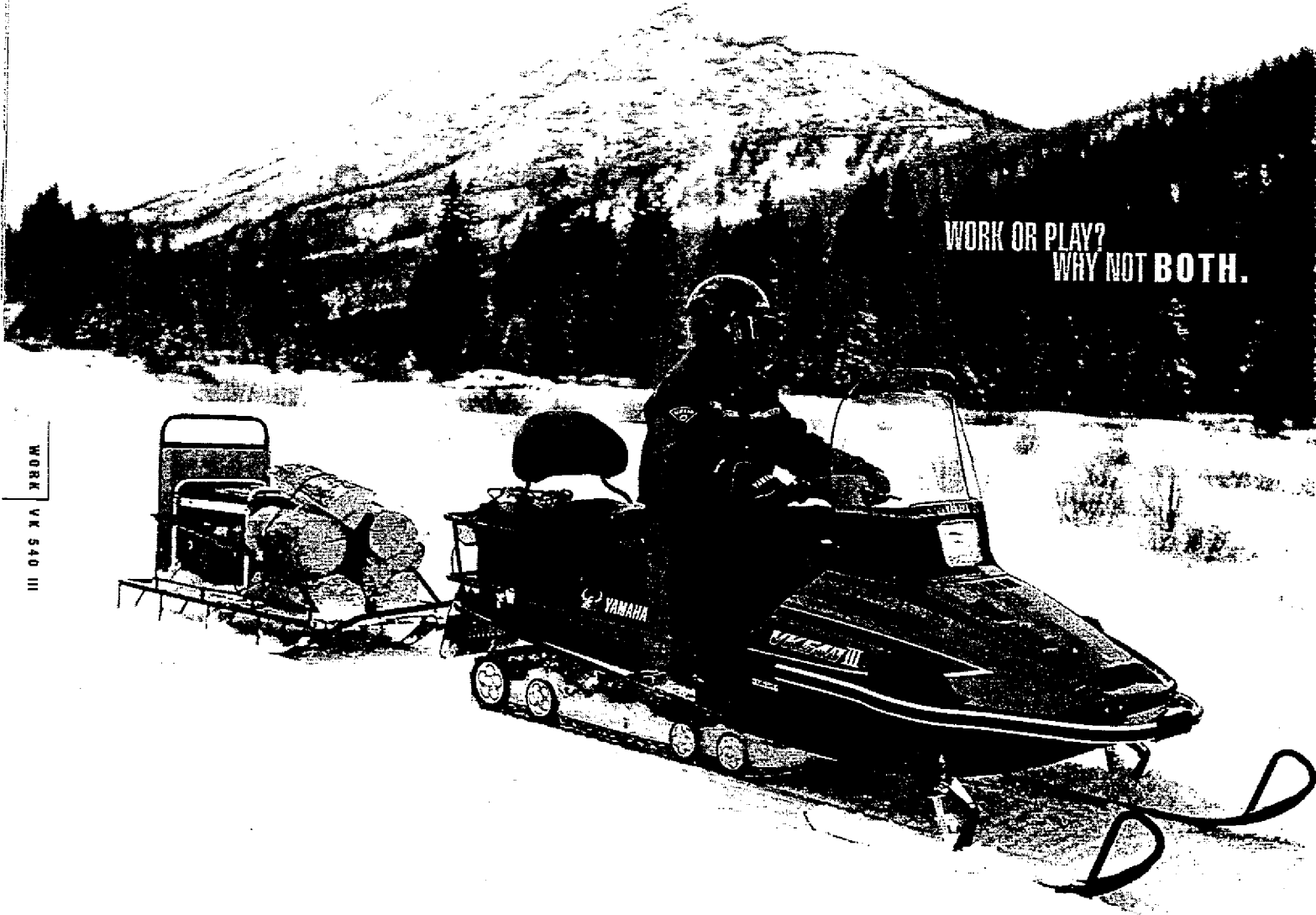




A Convenience and versatility go hand in hand on a utility sled, which is why the VK features a two-speed transmission and handy, easy-to-shift reverse gear for backing into or out of any situation.

B Armed with a sturdy cargo rack and back and a roomy underseat storage compartment, the VK 540 III is ready and willing for everything from house-mending to ice fishing.

Unfortunately for some, winter isn't all fun and games. Work needs getting done and to that end we offer the invincible VK 540 III. Equipped with a huge 156" x 20" track, the VK puts down a monstrous footprint ideal for hauling loads, working in deep snow or even pulling a friend out of trouble. And with its hi/lo/reverse transmission tapping into a potent, 535cc fan-cooled twin, it's easy to see why this versatile workhorse is the preferred utility sled for ski resorts, ranchers, loggers and other winter workers across North America.



**WORK OR PLAY?  
WHY NOT BOTH.**

## GENUINE YAMAHA ACCESSORIES

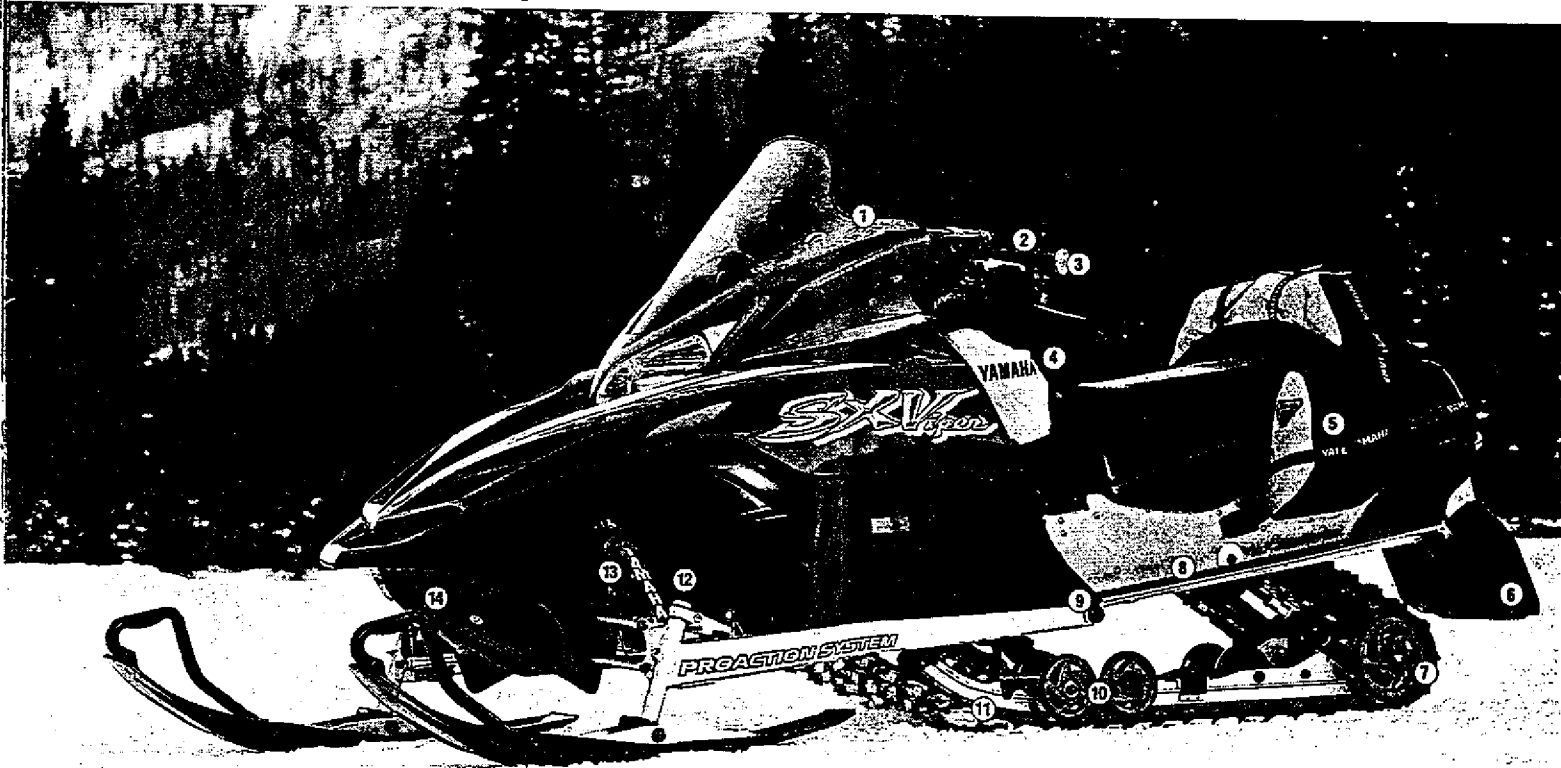
When you slide aboard a Yamaha snowmobile, you've embarked upon a journey like no other in the industry. You ride an extraordinary machine, so it's only natural that you'd never settle for simply ordinary add-ons or riding gear. You demand the best, which is why there's only one place you need to look — your nearest Yamaha dealer — for Genuine Yamaha Accessories and Apparel. Need a little inspiration? Then check out the SXViper below, featuring Genuine Yamaha add-ons like ❶ a handlebar cover with handy built-in pouch; ❷ color-matched grips; ❸ anodized, machined aluminum handlebar ends; ❹ ❺ deluxe touring tank and saddlebags; ❻ color-matched snow flaps; ❼ plastic "open" rear axle guide wheels; ❽ traction-enhancing sNo-Slips®; ❾ decorative trailing arm caps; ❿ plastic "open" idler wheels; ⓫ color-matched Hyfax rail sliders; ⓬ spindle column caps; ⓭ protective, heavy-duty shock covers; and ⓮ heavy-duty skid plate. The options are virtually endless. And each is created specifically to make you stand out even more from the ordinary snowmobiling crowd. Genuine Yamaha Accessories and Apparel.

**A** Naturally, you'll want to be good to your body inside and out, so spill your snowmobile with our full line of genuine, premium-quality Yamalube lubricants, cleaners and care products.

**B** Top all your high-performance endeavors with one of Yamaha's exclusive Sun-Force™ helmets, which feature dual-pane/anti-fogging face shields, breath deflector, and easy release buckle.

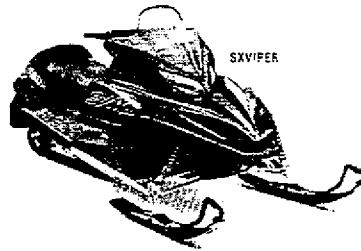
**C** Whether you're all grown up or just a kid, dressing up for a ride has never been so much fun. Hats, jackets, bibs, gloves, boots, you name it, and Yamaha's snowmobile collection will have it.

**D** If you're done for the day or simply trailer your pride and joy, stowable it away from the nasty elements with one of Yamaha's custom-fit, SunLust® polyester covers.



# 2002

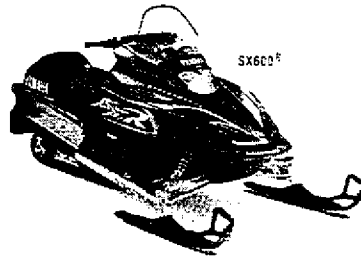
## TRAIL PERFORMANCE



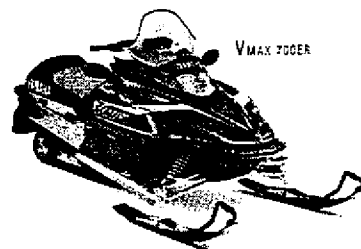
SXVIPER



SXVIPER EP



SX600



VMAX 700ER



VMAX 800ER

## MOUNTAIN

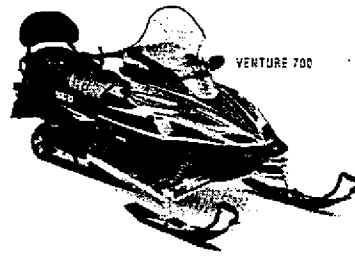


MOUNTAIN MAX 700

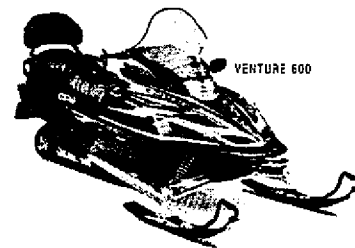


MOUNTAIN MAX 600

## TOURING

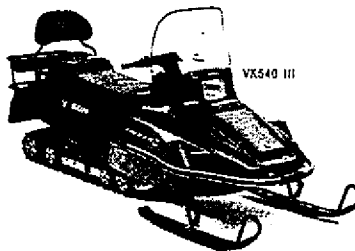


VENTURE 700



VENTURE 600

## WORK



VX540 III

## TOP PERFORMANCE



SRX

DISPLACEMENT
CC
BORE & STROKE
INTAKE
CARBURETOR
CLUTCH / TRANSMISSION
DISC BRAKE
FRONT SUSPENSION
FRONT FENDER
FRONT TRAIL
DRIVE SHAFT
CARBIDE SKI PINS
STABILIZER
REAR SUSPENSION
REAR FENDER
REAR TRAIL
DRY WEIGHT
OVERALL LENGTH
OVERALL WIDTH
OVERALL HEIGHT
TRACK / WIDTH X LENGTH X HITCH
SKI STANCE (CTR. TO CTR.)
FUEL CAPACITY
OIL CAPACITY
ELECTRIC START
HAND & THUMB LEVER
WINDSHIELD / WINDSCREEN
SEATING CAPACITY
REAR CARRIER
TOWING CAPACITY
TUNNEL PROTECTION
HEADLIGHT WATTS
HIGH BEAM ILLUMINATION
OIL & TEMPERATURE
FUEL GAUGE
SPEEDOMETER
ODOMETER
TRIP METER
TACHOMETER
WARRANTY

**YES**

Yamaha would like to thank the Galtain and Shoshone National Forests for their cooperation in the use of their land for the photography in this brochure.

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